

Good 276 Morning

The Daily Paper of the Submarine Branch

MAPS ARE MAJOR JOB, NOW

ON the fall of Singapore, a party of five launched a leaky open boat and battled westward against heavy seas and torrential rain. In the third week they were pitched out of their crumpled craft on the beach near Madras—only 25 miles from their objective!

The fugitives had nothing to guide them across 2,500 miles of ocean but tattered maps torn from a school geography book.

Another time, five R.A.F. pilots escaped from a desert prison camp and tramped 400 miles to safety, steered only by a small-scale map cut from an old newspaper.

Glowing tributes to the excellence of the cartographic craft! Yet, for centuries the British lagged characteristically behind the world's map-makers. The first known map of Britain itself was the work of a Roman astrologer, Ptolemy. To-day, British maps sell the world over, famous as the best that the craft can produce.

Indeed, the British industry concerns itself with every other country almost as thoroughly as with its own. And as intimately, covering not only the now constantly changing political boundaries, but pictorial and annotated versions on such varied aspects as the geographical locations of Moslems, Jews, Roman Catholics, individual races and tribes; national industries; whereabouts of the world's oil fields, base and valuable metals.

Information on almost everything you could name finds its way into the field of British cartography to-day.

Busy enough since the 17th century, when comparative accuracy began to grow out of the successive efforts to draw maps to scale, British map draughtsmen are now busier than ever on the changing boundaries of the war years.

After intensive research in the editorial section, the draughtsman sets to work on an original drawing. At a subsequent operation colours are painted in, and an engraver, working under a magnifying glass, etches outlines, frontiers, place-names, etc., on to a copper plate or lithographic stone.

Transfers are then made from these master-plates and passed to the large and busy department responsible for the tricky job of colour-printing from the zinc or aluminium sheets.

Printing of sheet maps is a major part of the work of a modern map factory, but it is not by any means the only one.

As well there are relief maps used for special training purposes, which show mountains, buildings, etc., raised above the normal ground level; and the globe maps used in schools.

It's a tricky business pasting all the thoroughly seas-somed paper strips on to a big globe so that all meet in perfect register, and none overlaps another by the tiniest fraction.

Even when a whole map-printing operation has been completed, some political change

HOW long would it take you to learn by heart the number 624706845986193261832? Dr. Salo, skilled Polish mathematician, did it in 4.43 seconds, less time than you would need to read the number aloud.

Yet, after he had been specially trained by psychologists, an ordinary university student managed the feat in only 4.37 seconds. By viewing the long number as a string of smaller three-digit figures—624-706-etc.—most people can, in fact, correctly learn it in a matter of minutes.

They'll make a good job of it, too, if they try to memorise without tension, without "over-trying" or cramming.

But how's your memory?

Again, most people forget because they have never remembered. Names and faces evade us. The names may never have been clearly heard or repeated, and few of us study a face sufficiently to retain an impression.

This isn't giving your memory a chance!

Suppose you showed a banana to a child who had never seen one before? If he was giving his attention to other things he might never remember it. If he studied it, he would remember its shape.

If he handled it he would gain an impression of its feel and weight. If he smelt it and tasted it, lasting impressions would be stamped on his mind.

The impression you receive through your sense of sight

Once, beyond our familiar island, the universe stretched away in a dim and endless blur of continents. Now the continents are near and real. We can picture with ease the

First of all, don't say—as perhaps you're going to—that it's like a sieve.

All our memories, in fact, leak like colanders. It's Nature's way of straining off the clutter. If you want to have a good memory, have confidence in it. Don't give it a bad name. Every time you compare your memory with a sieve you knock another outsize hole through the middle.

Most people forget things through simple causes—causes that can be set right or understood. First are the Freudian reasons that step right down into the soul. We forget because we want to forget.

Deep-rooted impulses and emotions such as fear and shame help to black-out our minds. This, too, is Nature's way of protecting your happiness, and you wouldn't want to do much about it.

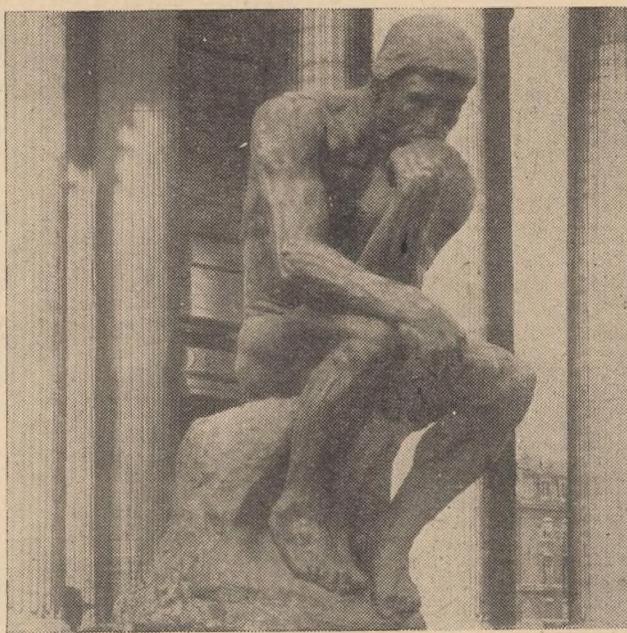
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is recorded on an entirely different cell than the interconnected cells that carry the impressions of sound and feeling. The more cells you set to work, the stronger will be the effect on your memory.

I know a business man with an excellent memory for names and faces. On being introduced to a person he listens to the name and repeats it, gaining two aural impressions. Then, when he gets a chance, he writes it down, thus gaining a visual impression. He studies the face, expression and mannerisms of the person he has met—building up all the time a definite mental picture.

Another memory-help lies in association. You might remember a man's name because you have clearly told yourself that it is the same as that of a boyhood friend, or you can manufacture associations.

Suppose you want to remember that a man named White lives at 27 Firtree Avenue, Arundel? White ties up with White Christmas, and we see fir-trees at Christmas. The number 27 is two days after Christmas. Arundel is a town associated with a castle and the Duke of Norfolk, fir-trees also grow in Norfolk. With such an association there is little chance of forgetting the address.

Treat your memory like a machine, and remember there are all manner of little dodges for getting the best out of it.

If you want to learn a poem, don't cram.

You will fix it more firmly in your mind if you read it twice every evening for a week than if you read it 14 times in one night.

Don't try too hard to remember.

The tension and strain

slow down the process of learning.

With a little ingenuity this process of association—of picture-building—can help you to remember almost any name, address or fact.

But let's not overburden the memory. There's a limit to the lifting load of an aeroplane—a limit to the capacity of any machinery—and you wouldn't spoil a £200 tool with sixpenny jobs.

Take a load off your mind by using pencil and paper to make notes of telephone numbers. You skim over a newspaper, and wouldn't expect to remember every word. Make a note of anything that seems interesting or important, or take a clipping.

The mere physical act of taking a note tends to inscribe a fact or thought on your mind—making it easier for the memory.

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This series by Dr. Laing opens the question—'Can we learn?'

The best time to memorise is just before you go to sleep. Tests have shown that bedtime memorisers learn 25 per cent. better than people who study two or three hours before sleeping.

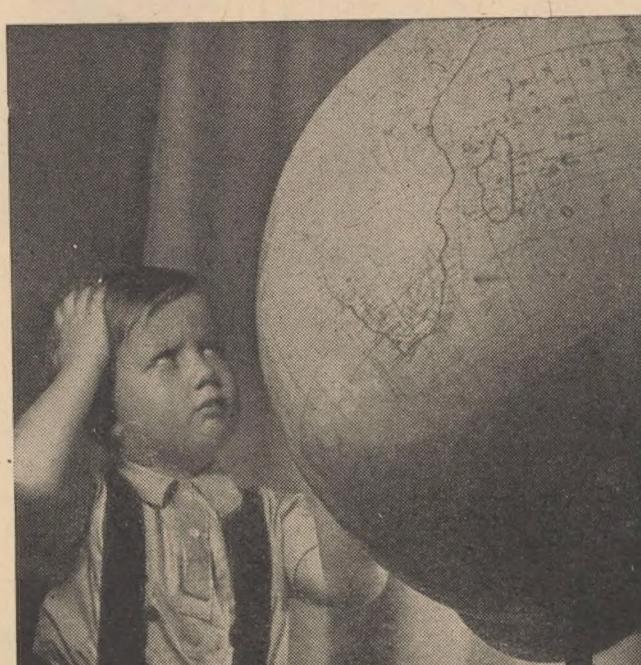
You can't remember facts without understanding them. Your mind is not a wet blanket. It will remember information if it is relevant and understood, and can therefore be associated with information already stored in the mind.

Make a point of thinking about remembering. The process of remembering is not always automatic.

Now you have read so far, how's your memory? Is the early part of this article hazy? Perhaps you're stripping the gears of your memory by travelling too fast.

Just read me through again. Go back along the road and look at the scenery—and think about it. Give yourself food for thought and nourish your memory.

Send "Good Morning" your News and Ideas



the commercial map of the world.

The sea route from Liverpool to San Francisco is 8,000 miles; by air the distance is only 5,200. From Seattle to Calcutta is 12,000 miles; by air only 7,225.

A cargo plane can make 25 trips while a sea-freighter does

the earthbound it seems queer; one.

When Wendell Willkie landed in Washington, on returning from China, his plane, flying by way of Nome, Alaska and Edmonton, Alberta, had travelled literally almost as the crow flies.

There are, of course, maps for all occasions. Geological maps, which chart the below-the old land and sea trade routes; they will use new direct ground; archaeological maps; population maps; agricultural maps; defence maps. But these are no longer important; aircraft soar easily over both.

More and more inter-continental passenger and freight transportation will be by air.

But the planes won't follow for all occasions.

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transportation will be by air.

Isn't the air map centred on secret?

A recent addition is an electrical map for the blind.

A town is represented to the

tutions such as art galleries, which are cultural as well as educational. On the other hand, the Government pays only part of the cost of education. Local authorities pay a share, and, of course, parents pay some millions in fees.

These fees vary enormously. Elementary education is free. The average fee paid by parents for secondary education is £12 19s. a year for each child. The average cost per pupil is over £29. The difference is made up by Government grants, rates, and "other sources," which include endowments.

Thousands of boys and girls do not go to schools receiving State grants. If the definition of a "public school" is taken as one which is a member of the Headmasters' Conference, there are 200 in Britain. The numbers vary from 100 up to 1,043 at Eton.

Some lesser-known public schools have numbers exceeding 600. Wyggeston School, Leicestershire, has 940. Bradford Grammar School 818.

Fees vary from £60 a year to £250 (Harrow); Eton (£245); Mill Hill (£220), and Rugby (£200).

For day boys, fees range from as little as £10 to £150

at Eton and £125 at Harrow. Girls' schools do not go so high. Fees at Roedean are £165-£180 a year.

Latest statistics showed 20,100 elementary schools with over five million scholars, over 2,000,000 secondary school scholars and 96,000 boys and girls over 17 at full-time study in grant-aided schools.

Universities get nearly £2,000,000 a year from the State and over £500,000 from rates.

Education these days includes feeding, medical care and even clothing. Two million children get daily meals free or at cost. Four million get one-third of a pint of milk a day at 1d., and over 300,000 for nothing. The milk schemes, including mothers and infants, cost £17,000,000 a year.

In elementary schools, men teachers earn an average of £331 and women £258 a year. In secondary schools the teachers average £425 for men and £327 for women.

The Exchequer pays over £7,000,000 a year towards their pensions. In schools not under the State, teachers get from £100 a year with board up to £2,000 for a "plum" headmastership.

M. Thornhill

ROUND THE WORLD with our Roving Cameraman



WORLD'S BIGGEST BLOCKHEAD.

Really it is the biggest stone block—called a blockhead—on earth. Cut centuries ago to be used in the Temple of Baal, it never got any farther than the quarry. It is 70 feet long, 14 feet high, and 13 feet wide. It weighs at least 1,000 tons. Nobody ever tried to prove it, but that's the estimate. Where is it? Oh, lying down in Syria.

WANGLING WORDS—231

1.—Put a devil in PANIUM, and get a tumult.

2.—Rearrange the letters of I'M ON A LOG, and make an Eastern country.

3.—Altering one letter at a time, and making a new word with each alteration, change: LEAD into HOME, SIRE into COLT, GOOD into SHOW, BOOK into REST.

4.—How many 4-letter and 5-letter words can you make from CONFISCATION?

Answers to Wangling Words—No. 230

1.—PalfREY.
2.—EPSTEIN.
3.—BLUE, GLUE, GLUT, GOUT, GOAT, COAT.
4.—FARM, FORM, FORE, FIRE.

JANE



To-day's Brains Trust

AN Aeronautical Engineer, a Physicist, a Journalist, and Mr. Everyman, discuss:

Jet-propulsion is the latest type of power for aircraft. How does it work, and what are its relative advantages and disadvantages?

Engineer: "Jet-propulsion is a development of what used to be called rocket-power. The basic principle is the same as that of a rocket, which rises into the air on account of the rapid discharge of gases from its tail.

"A sky-rocket is practically a packet of gunpowder, and it has been shown that any such rocket would have to consist almost entirely of fuel if it were to travel any distance.

"So attempts have long been made to combine the ideas of rocket flight and the aeroplane, and though the new engine does not bear much resemblance to a rocket, it certainly works."

Mr. Everyman: "You mean that in the new aeroplane there

is a violent discharge of gas from the rear, and that this pushes against the air and so forces the aeroplane forward?"

Physicist: "That is not the way in which a rocket works. Once the gas is discharged, it has no power to affect the aeroplane—or the rocket—at all. No, the rocket is what is called a 'reaction' machine, and depends for its power on Newton's Third Law of Motion.

"This states that the actions of two bodies on each other are always equal and opposite, which is a statement needing a little explanation.

TO-DAY'S LAUGH

Charlie: "Is the padre deaf?"

Frank: "Deaf? I'll say he is. Why, do you know, one morning he preached a sermon with his foot on the ship's cat's ear."

A mother, trying to get her son up early, told him, as an inducement, that a boy once got up early and found a wallet full of pound notes. "Oh, yeah," said the son. "Well, the bloke what lost it must have been up a lot earlier."

"If you are in a boat on a lake, and push your oar against another boat, you don't only move the other boat; you move your own as well, in the opposite direction.

"For the same reason, when the gas rushes out of the tail of the rocket in one direction, the rocket itself moves off in the opposite direction.

"This is what is called its 'reaction,' and the jet-propulsion engine might equally well be called a 'reaction motor.'

Journalist: "I saw some experiments with rocket-driven aircraft in Germany in 1929. It was at Frankfort, and Fritz von Opel actually flew a machine one and a quarter miles.

"I do not know the speed attained, but in 1928 Max Valier drove a rocket-driven sledge over the ice of Lake Starnberg at 235 miles per hour.

"But the rocket-driven aeroplane was not under proper control, and left a most dangerous-looking trail of flames in its wake."

Engineer: "Germany was, of course, one of the pioneers in rocket-propulsion, but the new engine is not a rocket. In a rocket, you have a store of explosive fuel which produces enormous volumes of gas when fired."

"In the new engine, air is drawn in in front, heated and compressed within the machine, augmented by exhaust gases from the heating fuel, and then discharged through a set of carefully designed nozzles."

"Some years before the present war the Italians were experimenting on these lines,

but achieved very small success."

Mr. Everyman: "I see the advantage of not having to carry an explosive charge like a rocket, but I cannot see any reason to prefer such a machine to an ordinary aeroplane, especially if control is difficult."

Engineer: "But control is not difficult in the British machine. The test pilots say that control is remarkably easy. The advantages are numerous."

"There is no propeller to cumber the machine and create a slip-stream liable to interfere with stability, the engine is much lighter than an ordinary petrol engine, almost any liquid fuel—including Diesel oil—can be used without loss of efficiency, and there is less noise."

Physicist: "There is also the curious fact that the engine functions perfectly at high altitudes, even where the air is too rare for the efficient working of an ordinary petrol engine."

"This is because the rarefied air offers less head-resistance to the machine, but does not affect the reaction forces which drive the machine along."

"A disadvantage, which will no doubt be overcome in due course, is that the jet-propulsion engine is not as mechanically efficient as the petrol engine. Nevertheless, tests have shown that much higher speeds are obtainable, and 600 miles per hour has been confidently predicted in the near future."

USELESS EUSTACE



*I S Newcombe's
Short odd—But true*

General Henry Shrapnel (1761-1842) was the inventor of the thin case shell filled with bullets and an explosive charge which took his name. In the First World War shrapnel was used extensively. Nowadays the name is used loosely to denote fragments of bombs and shells.

The martyrdom of St. Lawrence was honoured by the Spaniards when they built the royal palace, known as the Escorial or Place of Ashes, in the shape of a gridiron. St. Lawrence was broiled to death on a gridiron.

Two American Presidents have been sons of former Presidents: John Quincy Adams (1825), son of John Adams (1797), and Benjamin Harrison (1889), son of William Henry Harrison (1841).

The official reports of Parliamentary proceedings are called Hansard after the printer who issued accounts of the debates, but his family no longer has any association with the two Houses.

Parchment with the original text erased and a later writing substituted is known as a palimpsest. The earlier text can sometimes be restored by chemical means, and often turns out to be of great value and interest.



"I god a self-evident code."

CROSSWORD CORNER

CLUES ACROSS.

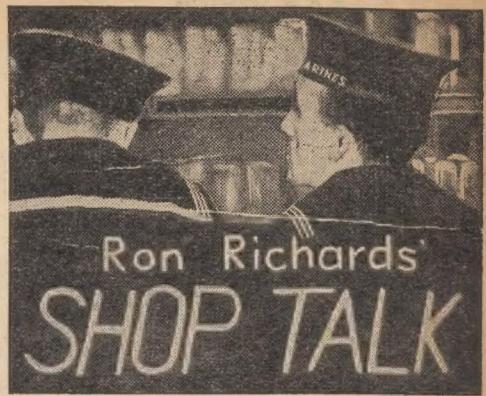
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CLUES DOWN.

1 Meal. 2 Completely. 3 Female bird. 4 Admonishes. 5 Eponym. 6 Ascribe. 7 Cereals. 8 Size of paper. 10 Passing through. 12 Dances. 16 Musicians. 18 Usher in. 21 Did as ordered. 23 Hit ground with golf club. 24 Annual. 27 Revolving motion. 28 Festive occasion. 30 Former. 32 Weeding tool. 33 Pitcher handle.

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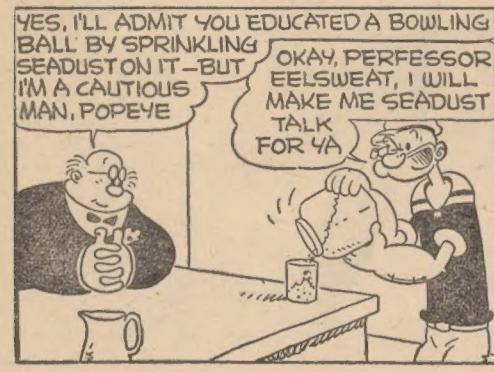
TO WIT... INSIDE!

BELINDA



C. 44.

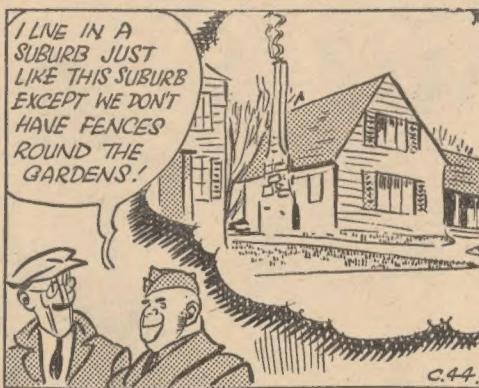
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TWEET TWEET

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RUGGLES



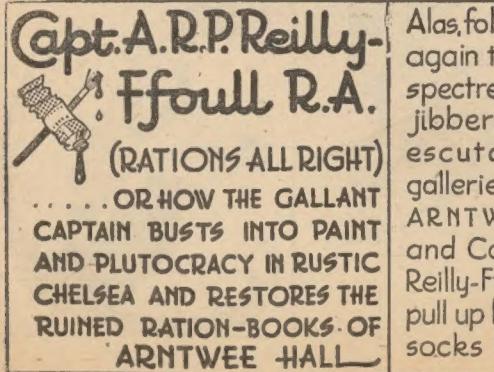
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GARTH



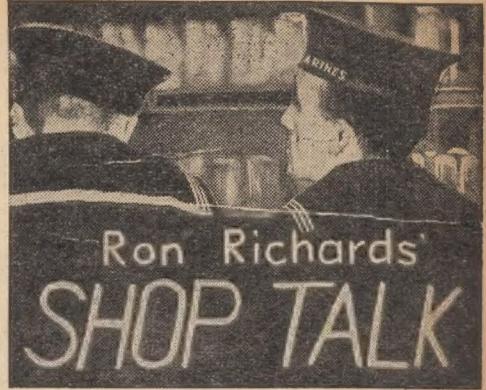
C. 44.

JUST JAKE



SEND FOR TITUS TALLOW-MY GREASY BAILIFF!

C. 44.



IN what was probably the most welcome follow-up story of any one submarine incident, it was stated that the six men who took part in the midget submarine attack on the German battleship "Tirpitz" in Alten Fiord, Northern Norway, and who were reported missing last October, were known to be prisoners of war in German hands.

TWO of the men now reported safe are Lieutenant D. Cameron, D.S.C., and Lieutenant B. C. G. Place, D.S.C., who were in command of two of the three midgets which did not return.

The others are Sub-Lieutenant R. H. Kendall, R. Aitken and J. T. Lorimer, all of the R.N.V.R., and a rating, E. Goddard.

News of their safety was given to relatives by the Admiralty.

The official announcement described the attack as "a very gallant enterprise," and added that despite enemy statements, reconnaissance showed that it had met with considerable success and that the "Tirpitz" had sustained severe damage.



Lt. D. Cameron, D.S.C.

Lt. B. C. G. Place, R.N., D.S.C.

YOU may remember Lieutenant Kendall for his athletic achievements. He was a great sportsman, and for two years running he was Southern Counties junior champion over five miles.

He also once won the Surrey junior championship over the same distance, was a member of the Epsom Harriers, and played Rugby for Sutton.

Lieutenant Basil Place joined the Navy at the age of 14, and was married to Miss Althea Tickler, a section officer in the W.R.N.S., only a few months before the attack on the "Tirpitz."

The best man at Lieutenant Place's wedding was Lieutenant Henty-Creer, who shared the "Tirpitz" adventure and also was reported missing.

When her husband was reported missing, Mrs. Place declined to take compassionate leave, saying, "I am hopeful that soon I shall receive good news of him."

A friend who had served with Lieutenant Place said: "He thought Navy and he talked Navy. He was always looking for action, and when he found it he was always efficient and cool."

Lieutenant Place went into submarines in 1941, and served in "Urge," "Una," and "Unbeaten."

He was awarded the Polish Cross of Valour in 1942 for his services in the submarine "Sokol," and last year was awarded the D.S.C. for bravery and devotion to duty in successful submarine patrols.

LIEUTENANT D. CAMERON joined the Navy from the Merchant Service in 1939. He served in the auxiliary cruiser "Corfu" during 1940, and later joined the Submarine Service and was in "Sturgeon."

Sub-Lieutenant J. T. Lorimer, son of Surgeon-Commander J. Lorimer, announced his engagement to Miss Judith Eileen Hughes-Onslow, who is in the W.R.N.S., last July.

Congratulations, gentlemen, on a grand job of work.



OUR congratulations go to "Stitches" L/S. Ronald Hiles, of H.M. Submarine "Unruffled," on being awarded the D.S.M.

Hiles, who hails from Sturton-le-Steeple, near Gainsborough, has been in the Navy for six years.

He was tally-man and stitched up records of forty thousand tons of enemy shipping that became fish food.

Ron Richards

Good Morning

All communications to be addressed to: "Good Morning," C/o Press Division, Admiralty, London, S.W.1.



This England

"Iron horses" make straight furrows in the good earth during a ploughing contest at Bow, Mid Devon.



THE RACQUET-EER

Or maybe Paulette Goddard is playing "Ping, go the strings of my heart."



Having become accustomed to the walking-stick, we might accept the possibility of a walking-parasol. Anyway, take a look at this, boys, just to get an advance view.



AT HER FINGER-TIPS

"Yes . . . you see, the square on the hypotenuse is equal to the sum of the two squares on the other sides of a right-angled triangle."

CAVE-DWELLERS?

OUR CAT SIGNS OFF

"Ah . . . my Manx cousin."

